

**POLICY DIRECTIVE**

TR-0011 (REV 6/20/2005)

<b>TRAFFIC OPERATIONS POLICY DIRECTIVE</b>	NUMBER <b>05-08</b>	PAGE 1 OF 4
KRIS BALAJI, DIVISION CHIEF (Signature) <i>Kris Balaji</i>	DATE ISSUED 08/26/05	EFFECTIVE DATE 08/26/05
SUBJECT <b>Parking Restrictions at Intersections</b>	DISTRIBUTION <input type="checkbox"/> All District Directors <input checked="" type="checkbox"/> All Deputy District Directors - Traffic Operations <input type="checkbox"/> All Deputy District Directors - Maintenance <input type="checkbox"/> All Deputy District Directors - Construction <input type="checkbox"/> All Deputy District Directors - Design <input type="checkbox"/> All Deputy District Directors - Transportation Planning <input type="checkbox"/> Chief, Division of Engineering Services <input checked="" type="checkbox"/> Chief Counsel, Legal Division <input checked="" type="checkbox"/> Publications (California Supplement Website) <a href="http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/index.htm">http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/index.htm</a> <input type="checkbox"/> Headquarters Division Chiefs for:	
DOES THIS DIRECTIVE AFFECT OR SUPERSEDE ANOTHER DOCUMENT? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	IF YES, DESCRIBE	
WILL THIS DIRECTIVE BE INCORPORATED IN THE MUTCD 2003 CALIFORNIA SUPPLEMENT? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	IF YES, DESCRIBE Section 3B.18 - Parking Space Markings	

**DIRECTIVE**

The existing MUTCD 2003 California Supplement Section 3B.18 text is deleted and replaced, as shown below.

**Standard:**

~~At all intersections, one stall length on each side measured from the crosswalk or end of curb return shall have parking prohibited. A clearance of 1.8 m (6 ft) measured from the curb return shall be provided at alleys and driveways.~~

**Guidance:**

At all intersections, one stall length on each side measured from the crosswalk or end of curb return should have parking prohibited. A clearance of 1.8 m (6 ft) measured from the curb return should be provided at alleys and driveways.

**POLICY DIRECTIVE**

TR-0011 (REV 6/20/2005) Page 2

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**IMPLEMENTATION**

This directive applies to parking stall markings at all intersections, alleys and driveways on all roads that are subject to California Vehicle Code 21400 and 21401.

☐ If checked, see continuation page(s).

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**DELEGATION**

All persons or entities that are responsible for operating and maintaining parking stall markings at all intersections, alleys and driveways on all roads that are subject to California Vehicle Code 21400 and 21401.

☐ If checked, see continuation page(s).

**ADA Notice**

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## **BACKGROUND**

This directive makes the MUTCD 2003 California Supplement Section 3B.18 text consistent with the previous Caltrans Traffic Manual Section 6-02.1, and is in response to California Traffic Control Devices Committee's (CTCDC) recommendation to Caltrans at the July 28, 2005 meeting.

The previous Caltrans Traffic Manual contained two versions of this text, one in Chapter 6 and another in Chapter 8, which were identical except in the usage of the verbs "shall" and "should". Chapter 6, Section 6-02.13 text used the verb "should" in both sentences of the paragraph. Chapter 8, Section 8-02.2 text used the verb "shall" in both sentences of the paragraph. To remove this ambiguity, the more stringent policy of Chapter 8 (verb "shall") was included in the California Supplement during its development.

Following are the two text versions, as they appeared in the previous Traffic Manual:

Chapter 6, Section 6-02.13 - Parking Stall Markings, page 6-12,

first column, second paragraph, first two sentences

At all intersections, one stall length on each side measured from the crosswalk or end of curb return should have parking prohibited. A clearance of 1.83 m measured from the curb return should be provided at alleys and driveways.

Chapter 8, Section 8-02.2 - Policy on Parking Restrictions, page 8-3,

second column, first paragraph, first two sentences

At all intersections, one stall length on each side measured from the crosswalk or end of curb return shall have parking prohibited. A clearance of 1.8 m measured from the curb return shall be provided at alleys and driveways.

More details and discussion for this recommendation are available under meeting agenda and meeting minutes topics for the July 28, 2005 meeting on the CTCDC web site at the following web link:

<http://www.dot.ca.gov/hq/traffops/signtech/newtech/>

A detailed discussion and typical calculations comparing the AASHTO Green book sight distance criteria and the practice of allowing on-street parking on residential streets is contained in Institute of Transportation Engineer's Traffic Control Device Handbook 2001 Edition in Section 7.2.1.

## **DEFINITIONS**

When used in this Traffic Operations Policy Directive, the text shall be defined as follows:

- 1) **Standard** - a statement of required, mandatory, or specifically prohibited practice. All standards text appears in **bold** type. The verb **shall** is typically used. Standards are sometimes modified by Options.
- 2) Guidance - a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgement or engineering study indicates the deviation to be appropriate. All Guidance statements text appears in underlined type. The verb should is typically used. Guidance statements are sometimes modified by Options.
- 3) Option - a statement of practice that is a permissive condition and carries no requirement or recommendation. Options may contain allowable modifications to a Standard or Guidance. All Option statements text appears in normal type. The verb may is typically used.
- 4) Support - an informational statement that does not convey any degree of mandate, recommendation, authorization, prohibition, or enforceable condition. Support statements text appears in normal type. The verbs shall, should and may are not used in Support statements.

## **ATTACHMENTS**

None

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